



THE ARIZONA MINER.

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One square, one time, \$3.00; each additional time, \$1.50. Each additional square, same rate. A liberal discount will be made to persons continuing the same advertisement for three, six, or twelve months.

Professional or business cards inserted upon reasonable terms.

Job Printing.

The MINER office is well supplied with Presses, Plain, Fancy and Ornamental Type, and the proprietor is determined to execute all work with which he may be favored in the neatest and best style of the art.

Work may be ordered from any part of the Territory, and when accompanied with the cash, it will be promptly executed and sent by mail, or as directed.

Persons sending us money for subscription, advertising or job work, may forward it by mail, or otherwise, at their own risk.

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J. H. MARION,
Editor and Proprietor.

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ATTORNEY AND COUNSELOR-AT-LAW,
Tucson, Arizona.

Will practice his profession in all the Courts of the Territory.

HARLEY H. CARTER,

ATTORNEY AND COUNSELOR-AT-LAW,
La Paz, Yuma County, Arizona.

Will attend to business in all the courts of the Territory.

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Mohave City, Arizona Territory.

Dr. J. N. McCANDLESS,

PHYSICIAN AND SURGEON,
(Late of the U. S. Army.)

Offers his services to the people of Prescott and vicinity. Can be found, at all hours, except when professionally engaged, at his office, in Allen & White's store, Montezuma street, Prescott.

Prescott, November 7, 1869.

La Paz and San Bernardino.

The Stages of the undersigned, carrying the U. S. Overland Mail, leave San Bernardino, California, every Wednesday morning, on the arrival of the Los Angeles stages, for La Paz, Arizona, arriving at La Paz every Saturday morning and departing every Saturday evening.

Passengers, packages, etc., transported at low rates.

Agents—JOSEPH MARKS, San Bernardino; GRAY & CO., La Paz.

WATERS & NOBLE, Proprietors.

San Bernardino, March 20, 1869.

ARIZONA STAGE LINE.

La Paz to Prescott.

Regular Weekly Trips.
By Stage, with the Mail, will be made between La Paz and Prescott. A four-horse passenger stage will leave La Paz every Saturday, connecting with the stages on the California end of the line from San Bernardino; arriving at Wickenburg on Mondays, and at Prescott on Tuesdays. Passengers returning will arrive at La Paz on Fridays, connecting with the stage for California that departs Saturday morning.

Packages, &c., forwarded on reasonable terms.

JAMES GRANT, Contractor.

Prescott, October 2, 1869.

Pioneer Meat Market.

Granite Street, Prescott.

Constantly on hand,

Beef, Pork, Mutton, &c.

Pork Sausages, Potatoes, Onions, &c.

W. N. KELLY, Proprietor.

Prescott, November 27, 1869.

REDUCTION IN PRICES.

Fire-Wood, delivered in town, at \$6.00 per cord. Shingles, at \$11.00 per M. These prices are in currency, and are lower than the lowest.

A. B. SMITH.

Prescott, October 23, 1869.

How Appointments to Office were Made in Kentucky.

[From the Cleveland Plain Dealer.]

Calvin Thomas, late Postmaster at Cincinnati, gives an account of a visit he paid the venerable Jesse, father of our President, just after the inauguration, and before he had been deprived of his official hold on the Treasury. As this story is true, and can be attested by any number of competent witnesses on either side of the Ohio, we propose to tell it. Thomas had heard that one Thomas H. Foulds, a citizen of Kentucky, a neighbor of the Grants, and a bankrupt business man, had the promise of the Cincinnati Post Office, and he concluded he would go over the river and pay his respects to the father of the President.

Cal. found the venerable Jesse in a dingy room in the rear of the Post Office—the place where postal blanks are signed—"J. R. G. P. M."—sitting crouched over a rickety old table. He took off his hat and made a very deferential bow, but the father of the Grants did not recognize him. He cleared his throat and in his blandest tones addressed the venerable figure in the chair, but without attracting the least notice. Jesse has a way of neither seeing nor hearing when he does not want to. Thomas now became faint-hearted, when, just as he was about to flee from so much dignity, the clerk of the Post Office addressed his chief.

"Mr. Grant, this is Mr. Thomas, Postmaster of Cincinnati."

Jesse—Ah! have a cheer, have a cheer. Glad to see yer. Ye'r well, ain't ye? I haint ben slace I got that pesky fall at the Capitol. I was down to Washington at the inauguration of 'Lysses—Jennie and me—the General would have it so. Well, what can I do for ye?

CALVIN—I have called in, Mr. Grant, to talk with you about the Cincinnati Post Office, having seen a notice in the papers that the President proposed to turn me out, and—

Jesse—Oh, it ain't anything agin you personal. But you see Jennie is very intimate with the Foulds, who are neighbors of ours, and she and the General fixed up that little matter several months ago.

CALVIN—But, Mr. Grant, I have had the office for only two years; did not seek the office, and our people are desirous for me to keep it. I believe they are pretty generally given expression to the opinion that there ought to be no change—Republicans and Democrats have joined in a statement to that effect. Don't you think the President could be induced to reconsider the matter?

Jesse—Well, you see you are one of Johnson's men, and the General be fit in a hundred wars in five years, and he's bound that all the Copperheads—all of them fellows who made trouble at home while he was in front a fighting the enemy, and all who turned with Johnson, shall go out of office, and their places filled with loyal men.

CALVIN—But, Mr. Grant, I'm a Republican and was a Union man during the war, and it seems that I do not come under either title of the condemned.

Jesse—Oh, I assure you it ain't anything agin you personal; but, you see, Jennie and 'Lysses fixed that up with Mrs. Foulds some time ago, and the General, he—

CALVIN (interrupting)—Then after all this seems to be merely a neighborly arrangement, and the President is going to vindicate the policy you have indicated by turning me, a consistent Republican, out, and keeping in General Hickenslooper, who Johnsonized and joined the Pen-dleton escort last year?

Jesse—But Hickenslooper fought with the General, and he's sorry now that he had anything to do with Johnson or with Seymour. And, Mr. Thomas, I assure it ain't agin you personal; only, you see 'Lysses fit in a hundred wars in five years, and he's going to clear out all these scoundrels who didn't stand by him and the Government.

By this time the Cincinnati Postmaster was convinced that he could make nothing for himself out of the father of all the Grants, and so he sought to do a kindness for his friend Samuel M. Penn, special agent of the Post Office Department. The conversation continued:

CALVIN—I see a statement in the papers that Sam Penn has been displaced also. Is that order going to be carried out?

Jesse—Yes, I s'pose so.

CALVIN—That seems hard, as Penn was an old neighbor of yours in Clermont county, and used to play with the General when they were boys. I should think the General would have a soft side for him.

Jesse—Well, Penn was one of them Johnson fellows, and it is good enough for him.

CALVIN—Was not Penn one of the invited guests at the General's house during the inauguration?

Jesse—Yes. Now that reminds me of my fall down those pesky steps, and how terrible cut up I was over the appointment in Penn's place. I was just on the way down to the President's to have a man appointed when I got that ugly fall, and before I could get out again Sherman, who's always pokin' his nose into the office, had Sam removed, and a friend of his'n put in. Fact is, I've been real mad about that. I was going to have (drawing from his pocket an envelope, on which was printed in plain type: "If not called for in ten days, return to George R. Grant.") this man appointed.

CALVIN—Ah, Mr. Grant, is that a son of yours or a nephew?

Jesse—No, but he makes out a case, to my mind a very clear case, that he's just about a fourth cousin of ours. Confound them pesky steps; if I hadn't got that fall he'd been appointed, and Sherman's nose would ha' been out o' joint.

Thinking this a good time to make his escape, and being convinced that the Grant family would be taken care of, the decapitated Postmaster of Cincinnati bade Jesse good morning. His pre-arranged cousin came true, even so far as this fourth cousin was concerned, for within a fortnight the Washington despatches announced, among the Postmasters appointed for Ohio, the name of "George R. Grant."

Iron laths are the latest idea in building. We have iron roofs, iron fronts, brackets and sills, joists, and now we have the additional item of laths, which are made of number twenty iron, wire gauge, and one and a half inches wide, resembling one and a half inch hoop iron, with a small ridge or head in the middle to stiffen it. The laths are cut into proper lengths, and afford additional security from fire.

Cincinnati has invested \$2,390,000 capital, and employs nearly 1,500 persons in the book and newspaper business.

The Late Land-Grabbing Raid.

It was evident some months ago that the present session of Congress would be distinguished for the number and magnitude of the land-grabbing schemes introduced and pushed with all the perseverance of the lobby, and all the power and backing of a large moneyed interest. No sooner did the session open than members of Congress rushed forward with their bills, as though fearful that a single acre would be left open for pre-emption and homestead purposes.

Senator Tipton of Nebraska introduced five bills for railroads in Nebraska and Colorado, proposing the construction of 1,265 miles of railroad. His colleague, Thayer, introduced only one bill for the construction of 179 miles of road. Bradford of Colorado introduced two bills for the construction of 700 miles. Eight bills have thus far been introduced to construct railroads in Nebraska and Colorado—3,939 miles of road, and land grants to the extent of 34,297,140 acres. Rice of Arkansas, introduced two bills—one to incorporate the Central Indiana Railroad Company, the proposed road to extend through the Indian Territory a distance in all of 350 miles; the other is called the International Pacific, extending from Cairo to the Rio Grande, a distance of 900 miles, for which a subsidy in the form of a guaranteed interest is asked on bonds at the rate of \$15,000 per mile. These schemes foot up 1,250 miles; land grants, 2,244,200 acres; annual interest guaranteed by Government, \$510,000. McDonald, of same State, brings forward one bill for a railroad and telegraph line from Cairo to a point on the Rio Grande, with a branch from the former place to Lawrence, Kansas; distance, 1,400 miles; land grant, 35,863,890 acres. Kellogg, of Louisiana, next comes forward with his carpet-bag well-filled. He introduces three bills as a starter—one for a road from New Orleans to the Rio Grande, with an extension to Mazatlan, 700 miles long. Another for a Southern Pacific Railroad on the 32d parallel; length, 1,990 miles; land grant, 48,685,900. Interest to be guaranteed on \$32,980 per mile. The third scheme is for a road from New Orleans to San Blas, say 1,500 miles; interest on bonds of \$25,000,000; amounting to \$1,500,000 annually.

Nye has introduced one bill for a road from Galveston to Fort Gibson, with a branch to Little Rock; distance, 700 miles, and strange to say, only asks for right of way, including 24,593 acres. Morton, of Indiana, introduces a resolution to grant the right of way to the Memphis and El Paso Railroad, involving 24,500 acres. The land grant crops out in another bill.

Then we have what is known as the International and Southern Pacific Railroad schemes, proposing about 5,550 miles of railroad, calling for land grants amounting to 119,541,200 acres, with an annual guaranty of interest amounting to \$5,355,000. Ramsey, of Minnesota, and Howland of Michigan, want 9,327,607 acres for 1,385 miles of railroad. Pomeroy of Kansas, wants 30,734,400 acres for 1,200 miles of railroad. Spencer, of Alabama, wants 6,240,000 acres for 550 miles of road, which is rather modest for a "carpet bagger." Sundry members ask for 2,721,000 acres for internal improvements. Senator Cole only wants 19,000,000 acres for the New York and Western Telegraph Company, which proposes to establish telegraph communication between the Pacific Coast and China. The bill does not state whether the sections will be taken along the line or otherwise.

Corbett, of Oregon wants 5,765,400 acres for the Oregon branch of the Pacific Railroad, 400 miles in length. Williams, of the same State, wants 66,400 acres for a road 100 miles long, extending up from the mouth of the Columbia. Then comes Senator Cole, with the request for 641,200 acres for a railroad from Orville to Virginia City; and the same number of acres for the Santa Barbara branch of the Southern Pacific Railroad. Then the Senator wants 1,320,000 acres for a road to connect the Central Pacific with several points on the Colorado River. The Pacific coast schemes foot up 1,350 miles of railroad, including 9,034,200 acres.

We have the authority of the New York Tribune for the following summary:

Miles of railroad proposed	Acres
Land grants	216,454,746
Other subsidies	31,921,000
Total	248,375,746

This does pretty well for a beginning. The extent of land asked for is more than double the area contained in the State of California. Several large schemes touching the interests of the Pacific coast are not noted. The Southern Pacific Railroad on the 35th parallel will of course ask for a confirmation of its grant.

Now, many of these enterprises have decided merit. We have entered upon a new era of internal improvements. So many schemes were never brought forward so early in any previous session of Congress. But if these schemes are to carry, or even a majority of them, in the shape in which they are brought forward, the public land offices might as well be closed at once. The beneficent provisions of pre-emption and homestead laws will be rendered worthless hereafter.

We want now a well defined public land system. Let every railroad of a national character be helped by proceeds of public lands. But let no more lands be turned over to railroad or other corporations. Such enormous schemes as these involve the dismemberment of the people. It is time now for the Government to intervene and say that the public lands shall be divided up among the people in homestead and pre-emption tracts, and that in no other way shall conveyances be made of the national domain. And the sooner these vast schemes are moulded to these restrictions the better.—S. F. Bulletin.

IRON, ISHAM REAVIS, U. S. Associate Justice for Arizona, arrived at this place last Friday evening. His friends were exceedingly pleased to see him back among them, though it be for a brief season. The Judge looks pleasant and hearty, and says he is in better health than at any time before since he came west (12 or 13 years ago). He further says that he likes the climate and general features of Arizona very well; that it is as healthy a locality as he has ever visited. He will spend a few weeks with his family and friends, and will then go to Washington, from which place he will probably return to La Paz, Arizona, his judicial headquarters, via Panama.—Fall City (Neb.) Journal, December 24.

BILL ARP.—Bill ARP still lives. The Rome (Ga.) Daily, in an account of one day's proceedings of the fair at that place, says: "Bill ARP, the veritable, took off the palm as the best burlesque rider. Bill is a lawyer. He obtained his license under the name of Chas. H. Smith."

THE total debt of the State of California on the first of November, was \$4,342,441.

A New Through Route to the Atlantic.

A powerful combination of capital is forming for the construction of a new railroad route from the Atlantic to the West. The Richmond Dispatch states that A. A. Low has subscribed \$1,000,000, Fisk & Hatch, \$2,000,000, C. P. Huntington, \$2,000,000. Gen. Joseph R. Anderson, \$1,000,000, and Messrs. Bliss, Winslow, Walnwright and Stewart, \$1,000,000 each, toward the completion of the Chesapeake and Ohio Railroad. Ten per cent of the money subscribed was to have been paid on the 1st of January, and the work is to be done within two years. The mouth of the Big Sandy, at its confluence with the Ohio river, has been the objective point of the enterprise, which would make its Atlantic terminus at Norfolk. The main object, as the Washington Chronicle says, is to bring freight from a point on the Ohio which is navigable for large steamers. As the Big Sandy is 150 miles further down than Parkersburg—the crossing place of the Baltimore and Ohio Railroad—it is believed the greater portion of the freight upon the Ohio and its tributaries will be intercepted by the new road; and by the time the Chesapeake and Ohio Railroad reaches this point, a railway from the junction will have been built to Cincinnati and a lateral branch to Lexington. The new road will have the advantage of a lighter grade than the Baltimore and Ohio, over only one mountain chain, and through a milder climate.

The Chesapeake and Ohio will open a new route to the West, especially for Kentucky, Southern Ohio, Indiana and Illinois, and for all Missouri, with Kansas and the region stretching thence even as far as the Pacific. It was originally a Southern enterprise of little more than local significance, controlled partly by Richmond capital. But Northern capital was recently admitted to it by a vote of 11,990 shares against 3,990, and the road now assumes the importance of a project that seems to aim at nothing else, ultimately, than opening a second route across the continent, with San Francisco for its Pacific and Norfolk for its Atlantic terminus. Some \$10,000,000 in gold have already been expended upon the road, between Norfolk and the Greenbrier White Sulphur Springs; and a contract has been entered into to complete and equip it to the Ohio river, a distance of 200 miles, at a cost of \$15,000,000. The heavy subscriptions made by Huntington, Fisk and Hatch, who may be considered to represent the Central Pacific Railroad Company of California, would seem to indicate that this sagacious corporation is looking to the establishment of a new route to the Atlantic that will make it independent of the Union Pacific, and give it a share in building up a new Atlantic port. Norfolk has a fine harbor and situation, and nothing but slavery prevented it from becoming one of the great commercial marts of the Atlantic. It is easy to see how connection might be made between the Central Pacific, the Kansas Pacific and the Chesapeake and Ohio railroads; but that such a scheme is really entertained, we only suggest as a not unreasonable conjecture.—S. F. Bulletin.

Important Internal Revenue Ruling.

The following document is published for the benefit of those whom it affects:

ASSESSOR'S OFFICE, U. S. INTERNAL REVENUE, 1 SAN FRANCISCO, December 18th, 1869.

GENTLEMEN: Apothecaries or others who sell wines or other liquors, or Hostetter's Bitters, or any similar compound which contains a large percentage of alcohol, and which can be used as a beverage, in quantities of five gallons or upwards at one sale, are liable to a special tax as wholesale liquor dealers, whether such liquors, bitters, etc., are sold in bottles or otherwise. If sold in less quantities than five gallons at one sale they are liable to the special tax of retail liquor dealers. This tax is in addition to the special tax as an apothecary. Believing that apothecaries have not been assessed as liquor dealers, the impression being that they were exempt, you will at once assess all apothecaries in your division who sell such liquors, bitters, etc., the special tax of a wholesale or retail liquor dealer, according as they may be liable from the amount of their sales, as above stated. Very respectfully, yours,

J. H. TILDEN, Assessor.

To the Assistant Assessors U. S. Internal Revenue, First District, California.

The following bill has recently been introduced in the California Legislature:

WHEREAS, The existing laws of the United States and regulations of the Department of the Interior in relation to the acquisition of title to mining claims are onerous in their provisions, and expensive to the people in such a degree as to be imperative in a large majority of cases where parties owning and working mining claims are desirous of procuring title to such mineral lands; and

WHEREAS, In our opinion no good reason exists why the mineral lands of this State, wherever sectionized, should not be sold by the Government of the United States to the occupants who claim and possess the same in good faith under the local rules and regulations established and in force in the mineral regions; and

WHEREAS, Sound policy dictates that the settlers, occupants and possessors of the public domain should be vested with the absolute title to such lands and possessions so occupied by them, to the end that immigration districts may be encouraged, titles become settled and secured, the property itself brought more directly within the rules of law governing real estate, and for revenue purposes, and the welfare of the several counties and the State thereby enhanced; therefore, be it

Resolved, By the Senate, the Assembly concurring herein, That our Senators in Congress be and are hereby instructed, and our Representatives requested, to propose and urge such proper and necessary legislation by the Congress of the United States as will permit and enable claimants of mines and mining claims to procure title to the mineral lands occupied and possessed by them, in legal subdivisions of ten acres, and in extent not exceeding one hundred and sixty acres to any one person, or company of persons associated, in like manner and under similar provisions of law and regulations as now prescribed for the proving of pre-emption claims, and at the same price per acre as is now prescribed by law for agricultural lands.

Resolved, That his Excellency the Governor be and is hereby requested to forward copies of the above preamble and resolution to each of the Senators and Representatives from this State in the Congress of the United States. Referred to the Committee on Mines and Mining Interests, and ordered printed.

Stetefeldt's Roasting at Reno.

Sixty tons of ore are reported to have been roasted and chloridized with perfect success—up to Nov. 9th, and since then how much more we are not advised—in the new furnace of Mr. Stetefeldt now in operation in the English Company's reduction works at Reno. This furnace was fully described in the Austin Record and in the Mining and Scientific Press a year or more ago, when the principle was first tested in Eastern Nevada on a working scale, with favorable results. The furnace is a combination of the idea of the Gerstenhofer operation is nothing more nor less than the dropping of sulphuretted ores down a chimney. By the time that the sulphurets reach the bottom, they are roasted very nearly as effectively as in a reverberatory furnace after eight hours of exposure. This may seem incredible, but it is true—a fact well established by years of successful practice, at Freiberg, at Mansfeld, and at Swansea, and a dozen other places in Europe and in South America. The furnace is extensively in use as a means of manufacturing sulphuric acid cheaply, by way of by-product; and for that purpose it has completely swept the field.

Mr. Stetefeldt added salt to the ore; altered the furnace somewhat to adapt it to the manipulation of the pasty and volatile chlorides thereby produced, and that is all. Precisely what ores are worked with success, is a matter of vital moment; but there can be little doubt of any of the simple or compound sulphurets of the important metals, excepting, perhaps, that of lead. The cost of roasting must fall then—if the furnace continues to be a success—from \$16 or \$20 to about \$6 per ton, or less. This should enable entire districts producing roasting ores, worth only \$30 per ton, to be worked to a profit.

The Gerstenhofer, or the Stetefeldt furnace either, will roast large quantities in a day. The costs for a week's work are estimated as follows by the Record:

Wood, 12 cords, at \$10 per cord	\$120.00
Salt, at \$45 per ton, say	100.00
Labor, three men each \$4 per day	72.00
	\$292.00

The succeeding amalgamation, according to a telegram from Mr. Stetefeldt himself to Mr. Burns, given in the Record, is 99 per cent of the assay.

Encouraging Results.

The Radical journals claim that the result of the elections for the year is of the most cheering character to the friends of the National Administration. A reference to a few facts in this connection will show what amount of truth this claim is based upon.

In Connecticut the majority of thousands last fall was reduced to hundreds this spring. The election in New Hampshire showed a reduction of about one-half in the Radical majority given for Grant last fall. In Tennessee the Radicals not only did not retain their majority of over 80,000, but met with a most disastrous defeat. In California the Radical majority has been wiped out, and the State rolls up an almost overwhelming Democratic majority. In Ohio, the Radical majority of over 41,000, has been reduced to a fraction over 7,000. In Pennsylvania, Grant's majority of over 29,000 has been reduced to less than 5,000 for Geary. In Iowa the Radical majority is 10,000 less than it was a year ago, and in Minnesota a Radical majority of over 15,000 has been reduced to less than half that amount. In Wisconsin Grant's majority of over 24,000 is reduced to about one-fourth that amount in favor of Fairchild. In New York the Democratic majority for Seymour of 19,000 has been increased to nearly or quite double that figure, while New Jersey, Kentucky and Maryland remain true to their Democratic faith, and West Virginia, with its ancient mother, has wheeled into the Conservative line, and will do battle for liberty and the right in future contests. The Radical majority of almost 56,000 in Illinois has been nearly wiped out, and Massachusetts only elects a Radical Governor by a few thousand plurality.

Such are the results in the States in which elections have been held this year, and if there is anything in them over which Radicals should feel disposed to rejoice, what ought to be the feelings of the Democracy? At every charge we have driven our opponents back, and though they have escaped annihilation, they have not escaped loss and defeat.—Detroit Free Press.

The Philadelphia Age says there are three "isms" that are sadly on the wane: Imperialism, Radicalism and Mormonism. The latter is to the social what the two former are to the political compact.

The people of Alaska say they know what it means to be annexed to the United States now. It means taxation without civil government.

At a fashionable crowd in New York a lady fainted, but, while they were rubbing her nose with salt, she suddenly shrieked, "For Heaven's sake, put nothing on that will change the color of my hair!"

CHARACTER is like stock in trade; the more of it a man possesses, the greater his facilities for adding to it. Character is power—is influence; it makes friends, creates funds, draws patronage and support, and opens a sure and easy way to wealth, honor and happiness.

ALWAYS win fools first. They talk much; what they have once uttered they will stick to; whereas, there is always time up to the last moment, to bring before a wise man arguments that may entirely change his opinion.—Arthur Helps.

WHAT HE WAS TO BE USED FOR.—An occasional correspondent, meeting a party of settlers the other day in Texas, inquired of the conductor what the men in the first wagon were intended for? "To clear the forests." "Well," said he, and what are those in the second for? "To build the huts," was the reply. "And that old white-headed man in the third wagon—what is he for?" was the next question asked, to which the reply was given: "Oh, that is my father; we shall open our new cemetery with him!"

"STOCKINGS with garters attached" are the latest fashionable invention. The invention is legal.

FRED HYACINTHE has been ordered to Rome by the Pope.